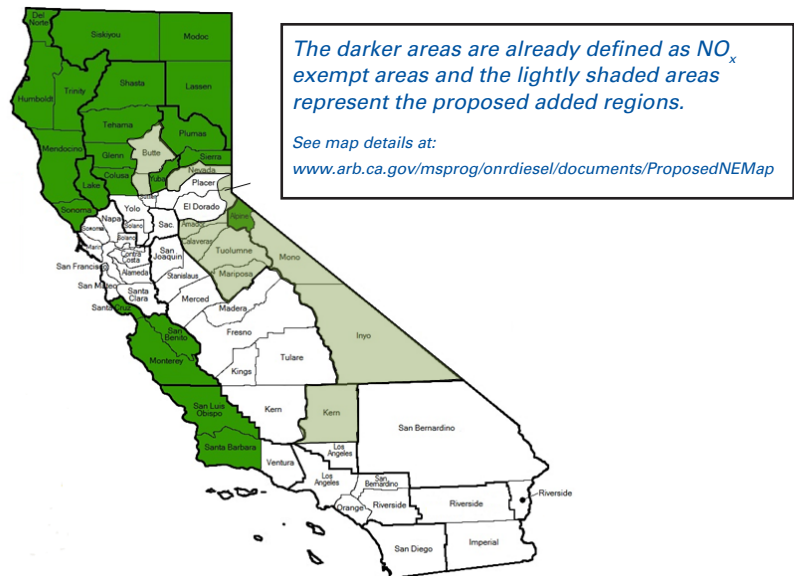


*Board Decision Planned for April 2014*

## Proposed Longer PM Filter Phase-In for Rural Areas with Cleaner Air

NO <sub>x</sub> Exempt Areas Compliance Date	Existing Schedule	Proposed Schedule
January 1, 2014	33%	--
January 1, 2015	66%	25%
January 1, 2016	100%	40%
January 1, 2017	--	55%
January 1, 2018	--	70%
January 1, 2019	--	85%
January 1, 2020	--	100%



Any vehicle that operates exclusively in these regions would still be exempt from the requirements to upgrade to 2010 model year engines if the vehicle is equipped with a retrofit or OEM PM filter.

Staff is proposing to extend the compliance schedule for small fleet owners to allow them to upgrade the second and third truck in the fleet every other year. The table on the right lists the current and proposed compliance schedule.

Small Fleet Option	Existing Schedule	Proposed Schedule
First Truck	January 1, 2014	January 1, 2014
Second Truck	January 1, 2015	January 1, 2016
Third Truck	January 1, 2016	January 1, 2018

Staff is proposing a new flexibility option that would defer compliance with the PM filter requirements for up to 3 vehicles for any owner that cannot get financing to comply. Owners that use this option would be required to upgrade directly to a vehicle with a 2010 model year or newer engine by January 1, 2018. The owner must report to ARB by January 31, 2015, to claim the option.

**Proposal to Expand the Low-Use Vehicle Exemption** - The current regulation exempts vehicles that travel less than 1,000 miles per year (and less than 100 hours/year for power take off use) within California's border from meeting the emission reductions requirements of the regulation. Staff is proposing to permanently eliminate the hourly limit and, until 2020, to also include vehicles that travel fewer than 5,000 total miles per compliance year, regardless of where the vehicle is operated.

**Proposed Work Truck Phase-in Option -**

Staff is proposing to replace the existing construction truck extension with a new Low Mileage Work Truck Option. The definition would be expanded to include nearly all trucks (except for truck and trailer combinations that move goods) and would apply to trucks that travel less than 20,000 miles per year. The proposed PM filter compliance schedule is shown in the table

Compliance Date	Existing Schedule	Proposed Schedule
January 1, 2014	33%	33%
January 1, 2015	66%	40%
January 1, 2016	100%	60%
January 1, 2017		80%
January 1, 2018		100%
January 1, 2020	Meet engine model year schedule	

on the right. This option would allow a fleet owner that has a high percentage of older vehicles to spread out their compliance obligations over several years, while also allowing a one truck owner to defer compliance until January 1, 2016.

Staff is also proposing to allow owners to comply with this option separately for lighter trucks in the fleet. Light trucks are not included in the existing construction truck extension.

**Proposed Smoothing of Requirements for Agricultural Vehicles** - Staff is proposing to amend the existing agricultural vehicle extension as follows:

1. Allow existing owners to keep using the agricultural vehicle extension for vehicles that stay below 15,000 miles per year after January 1, 2017 and 10,000 miles per year after January 1, 2020.
2. Add cattle livestock trucks in the specialty truck definition.
3. Extend the opt-in period for log trucks until January 31, 2015.

**Proposed New Flexibility Option for Heavy Cranes** - Staff is proposing a new compliance option that would allow fleet owners to comply by upgrading the cranes in the fleet to a 2010 model year or later engine at a rate of 10 percent per year starting on January 1, 2018. Staff is also proposing to provide credit for heavy cranes that are retrofitted before January 1, 2018 by counting any crane that has a PM filter before January 1, 2018 towards the 2010 engine requirement. Such cranes would also be exempt from the replacement requirement.

**Proposed Smoothing Out of Regulatory Compliance Requirement**

Staff is proposing to set an upper limit of 25 percent on the number of vehicles in a fleet that would need to be upgraded with a 2010 or later model year engine each year starting January 1, 2015. This change would provide additional compliance options for fleet owners that have a high percentage of (heavier or lighter) older trucks that would need to be upgraded starting 2015.

**Proposed Extended Use of Existing Retrofit PM Filters** - Staff is proposing to recognize owners that installed retrofit PM filters on their vehicles before January 1, 2014 by extending the compliance period for the truck until January 1, 2023.

**Proposed Extended Use of Early Compliance Credits** - Staff is proposing to extend the use of existing credits (for downsizing, early addition of PM filters, and adding cleaner vehicles) until January 1, 2018. The credits for adding fuel efficient hybrids or other advanced technology vehicles would be extended until 2020.

**Addressing Compliance for a PM Filter Retrofit that is Recalled** - If a PM filter is recalled and cannot be repaired by the manufacturer, staff is proposing to allow the vehicle to operate up to five years from the date of the recall to protect owners that acted in good faith to comply with the regulation.

**The Board will consider the proposed amendments at its April 2014 meeting. Stakeholders are encouraged to review the proposed amendments and provide comments on them. For more information on the proposed amendments, or to submit formal comments on them, please see [www.arb.ca.gov/msprog/onrdiesel/amend14.htm](http://www.arb.ca.gov/msprog/onrdiesel/amend14.htm).**